

GOAL/STRATEGY	LEAD PARTY/ PARTIES	TIMELINE	IMPLEMENTATION STEPS	# of Votes
Part 1 - LAND USE				
Goal I. The City should pursue compatible adaptive reuse and infill development in order to actively promote appropriate development and redevelopment within the City and its ETJ.				
Strategy 2. The City should actively promote infill development through property owner education and market-based regulatory solutions in order to address the tax equity, tax base enhancement, and Smart Growth development goals of the City.	Planning and Development	Ongoing	Have not done.	2
Strategy 8. Provide incentives for the development of infill lots. These incentives could include a waiver or reductions of permit fees, elimination of excessive requirements, and expedited review.	Planning and Development	2004-2005	The City does not currently do this.	3
Strategy 12. Provide density bonuses as a stimulus for infill development. Density bonuses should be provided for work force affordable housing, targeted infill areas, areas where excess public facilities exist, and brown field sites. Development should be in accordance with design standards tailored for the areas.	Planning and Development	2003-2004	The City offers an exceptional development bonus and staff are developing brown fields and affordable housing bonus components.	3
Strategy 20. Identify infill lots suitable for community gardens and similar open space uses.	Planning and Development Parks & Recreation Public Works	2004-2006	Under consideration now.	3
Goal II. Implement a new urbanist development pattern along selected commercial corridors and in infill areas where appropriate.				
Strategy 1. Develop new zoning districts and development template requirements necessary to implement a new urbanist development pattern; apply these districts and development templates to selected commercial corridors.	Planning and Development	Ongoing	The City now has Urban Village/Urban Place zoning standards, as well as Neighborhood Corridor Districts. Concerns have been raised about certain design aspects of the Urban Village Zoning.	6
Goal III. The City should permit and encourage transit supportive density (8-16 units per acre minimum) along and adjacent to major corridors and at logical transit nodes.				
Strategy 1. Consider the development of a flexible zone that would permit higher density at appropriate locations within a five minute walk of transit stops. The higher density development should be in accordance with design standards tailored for these areas.	Planning and Development Transit	2003-2005	Current zoning practices already allow for this to occur. Considering transit overlay zoning areas but these are not very far along.	4
Goal IV. The City should revise its development standards for primary corridors to ensure that the corridors are developed in an urban manner.				

Strategy 1. Development standards should be prepared for the primary corridors that address the need to increase density along the corridors. The standards should provide incentives for mixed-use development that incorporates residential uses.

Goal V. The City should encourage the construction of affordable housing throughout the community.

Strategy 3. The City should pursue legislation authorizing local development standards to require the inclusion of affordable housing in larger residential development. Density bonuses should be provided as a trade off for the inclusion of affordable housing.

Goal VI. Where appropriate, the City should pursue statutory authority for a greater variety and range of development tools in order to actively promote development and redevelopment within the City and its ETJ.

Strategy 2. The City should pursue statutory authority for

transfer of development rights in order to provide an opportunity to protect environmentally sensitive areas, scenic lands and farmland through a market-based regulatory incentive program.

Goal IX. The City should ensure that the environmental quality and natural beauty of the area is protected as tracts of undeveloped land are subdivided and/or developed by providing alternative templates for that development.

Strategy 6. The City should develop a resource conservation zone that provides incentives for the protection/preservation of important natural resources during the development process.

Planning and Development	2003-2005	There are transit corridor overlay standards that are currently a work in progress.	4
--------------------------	-----------	---	---

Legal Planning and Development	When legislative change allow	No legislative action to date	1
--------------------------------	-------------------------------	--------------------------------------	---

Planning and Development	2003-2004	To date, no legislative authority for this.	3
--------------------------	-----------	---	---

Planning and Development	2003-2004	Not addressed directly, however hillside development and open space standards promote incentives for property and conservation easements.	2
--------------------------	-----------	---	---

Goal XI. The City should work with property owners, institutions, and public and private agencies to enhance the streetscape along streets and roads in the City.

Goal XII. The City should assure that new development and redevelopment is of high quality, complementing and adding to the character of the City of Asheville.

Strategy 7. The City should develop plans, programs, regulations and incentives for upgrading developed sites to meet new development standards.

PART II Transportation

Goal II. Develop a system of sidewalks, greenways and bicycle facilities that will make Asheville a more walkable and more livable city.

Strategy 1. As an expansion of the traffic calming program, create a "Walkable Intersection Program" as a cooperative effort between the City of Asheville and NCDOT. Intersections will be evaluated for changes in geometric design, signalization, signs, and markings that will benefit pedestrians.

Engineering	Ongoing	Though there is no program like a "Walkable Intersection Program," the engineering department will evaluate and develop an action plan for intersections on a reactive basis.	3
-------------	---------	---	---

Strategy 2. Create pedestrian oriented zones throughout the City in tandem with urban villages and concentrated areas of development. Link the pedestrian oriented zones through attractive and usable pedestrian and bicycle facilities.	Engineering Planning and Development	Ongoing	The engineering department attempts to incorporate this strategy into their practices, however they are limited by the few Urban Villages that are actually being developed.	3
Strategy 5 . Adopt land use strategies and site design standards that encourage bicycling and walking.	Planning and Development Transportation	Ongoing	Development of urban zoning districts has helped encourage bicycling and walking. Other ways this strategy is being pursued: Greenway Master Plan, Sidewalk plan, Pedestrian Thoroughfare plan.	4
Strategy 4. Updates to the area Long Range Transportation Plan should include a strong Travel Demand Management component.	Engineering	Ongoing	Unaware if any actions have been taken.	1
Goal IV. Increase the level of investment in the transportation system to support economic development and promote quality of life.	Engineering Transit Public Works	Ongoing	Attempts have been made to create this local funding source but nothing is currently on the table. Example: there is no sales tax or property tax dedicated to a fund for these types of improvements, nor are there any currently proposed taxes.	3
Strategy 1. Pursue a local funding source to support a variety of transportation improvements such as roadway and intersection improvements, greenways, sidewalks, streetscape improvements, and transit enhancements. Explore funding options that will equitably distribute the burden among those who use the transportation system.	Transit	Ongoing	In order to fulfill both this strategy and the overall goal, the City would need to provide 15 minute frequency on core routes; have a distinct perception change, which would include an increase in marketing and a creation of a different "brand"; and an extended sidewalk network.	3
Strategy 3. Provide service to the greatest possible number of households within the service area, with emphasis on those not possessing automobiles, blind and other partially impaired people, the elderly, tourists, environmentally conscious people, and other markets as they appear.				
PART III: Development Tools		Received enabling Session Law 2008-22 during the 2007-2008 legislative cycle.		
Goal I. Develop an incentive-based green building program incorporating the LEED system.				

<p>Strategy 1. Promote public education about the benefits of green building through such activities as:</p> <ul style="list-style-type: none"> * Educate architects, contractors, builders, and the general public about environmental impacts of buildings and how these impacts can be minimized. * Develop a program to promote green building through formal recognition of projects that are environmentally friendly. * Integrate information about green building concepts into the City's Website. * Develop a brochure outlining green building practices. <p>Strategy 2. Educate City inspection and plan review staff about the benefits of green building; provide training intended to make them "ambassadors" of the green building program.</p> <p>*Strategy 3.* Eliminate disincentives for the use of green building techniques and materials in City codes and development review practices.</p> <p>Goal II. Promote environmental education and awareness.</p> <p>Strategy 3. Continue efforts to develop a demonstration garden, showcasing species suitable for use in this area.</p>	Building Safety Planning and Development	2003 and continuing	<p>which gave City the ability to offer tax incentives for Green Building. Since then, SACEE has developed a memorandum outlining a tax incentive program that would incorporate a suite of incentives based off the LEED certification, and weaving together Green Building practices and Affordable Housing goals. Staff is currently working to develop specific incentives. The first of these incentives, the Density Bonus, will appear before City Council in the fall of 2009.</p> <p>City staff have hosted various training efforts with the WNC Green Building Council. They are not currently identifying green building initiatives. The City website now includes a page (www.ashevillenc.gov/green) which outlines green building practices in Asheville. They have not developed a brochure.</p> <p>City staff will use \$35,000 of the Energy Efficiency and Conservation Block Grant funding the City received under the ARRA for energy efficiency and Green Building education for inspectors.</p> <p>Have not begun working on this strategy, but are ready to move forward</p>	2
--	--	---------------------	---	---

	Development		
Goal III. Identify areas of unique natural heritage, primary scenic vistas, potential wildlife corridors, and areas of critical environmental sensitivity; develop programs for the conservation of these areas.			
Strategy 1. Create a comprehensive conservation map for the City and its extraterritorial jurisdiction.	Planning and Development	2003	Have not done.
Strategy 4. Pursue statutory authority for transfer development rights to provide opportunities for flexible conservation of critical areas while respecting private property rights.	Legal Planning and Development	Annually (as needed)	Have not done. Would require legislative action
Part IV - AIR QUALITY & WATER QUALITY			
Goal V. Continue and enhance City programs that promote improved air quality.			
Strategy 2. Continue the innovative and highly effective City recycling program.	Public Works	Ongoing	The recycling program is continuing with success.
Strategy 6. Encourage the use of conservation easements to preserve riparian areas.	Planning and Development	Ongoing	Do not do this.

